

Sampson St. (SR 1854)
South Blvd.
Southwest Blvd. (SR 1276)
Sunset St. (SR 1296)
Tram Rd. (SR 1227)
Vance St.
Warsaw St. (SR 1855)

Major Thoroughfare Recommendations

US 421 - From Industrial Boulevard to Browns Church Road (SR 1842). To handle the anticipated traffic, this section should be widened to a 4 lane facility (see cross-section F). This should be modified to a five lane section when turning traffic warrants.

US 701 Business - From Dixon Street (SR 1749) to the northern planning boundary. This section should be widened to a five lane curb and gutter section (see cross-section C) to handle the expected traffic and give access to the strip development in this area. Also, from SW Boulevard to Rowan Street (SR 1924) should be widened to five lanes.

NC 24 - From Airport Road (SR 1262) to the eastern planning boundary. This section should be widened to five lanes (see cross-section C) due to capacity needs. Past Coharie Drive, this can be modified to a four lane section (see cross-section F). From US 701 Business to the eastern planning boundary. This entire section should be widened to four lanes to accommodate the anticipated volume of traffic (see cross-section E).

Beamon Street (SR 1838) - From US 701 Business to Balsey Street. This section should be widened to 44 feet due to capacity needs. The addition of turn lanes in and out of the hospital would be beneficial. From College Street (SR 1856) to Morisey Boulevard (Eastover St). This section will not be over capacity within the planning horizon; however, it has been identified as a future problem. The right of way should be preserved to allow an ultimate 44 foot wide section to be constructed in the future.

Beulah Street (SR 1222) - The section of this road in the planning area should be widened to 20 feet to meet DOT safety requirements.

College Street (SR 1856) - From Devane Street (SR 1280) to Vance Street. This section should be widened to 36 feet to meet capacity needs.

Dixon Street (SR 1749) - The section of Dixon Street within the planning boundary should be widened to 22 feet to meet DOT safety requirements.